

FIRST EDITION

THE BOAT RACE.

Letter from Charles Reade.

I have more than once referred to the interest taken in this match by Mr. Charles Reade. His frequent visits to the crew familiarized him with their habits and condition, and he watched the race keenly from the umpire's position.

Mr. Reade writes:— "It could hardly be believed in the United States to what an extent I, an Oxford man, sympathize with your gallant fellows. But I send you my observations.

"The Harvard boat goes down a little by the head. As she faced the tide, coming to start, the water nearly ran over her.

"The crew were not in high condition, generally speaking, and with regret. But it is a point on which they were touchy, and I could not approach it without offense.

"The rowers were quiet. Leigh Navigation sold at 37 1/2; and Morris preferred at 69 1/2.

"In the race, Oxford did not wait for them as they sometimes do for the Cambridge, but pulled all the way from the first. A little above Hammersmith bridge they were distressed, but got second wind afterwards.

"Their beautiful finish, as shown in practice, disappeared in the race, and little remained of their form but their true time, the quick advance of the stern, and the keels, which were the stroke, which have won them the day so often. Harvard pulled the handsome stroke of the two. N. B.—In practicing, just the reverse.

"The ridiculous theory of the London press is answered by this, that Harvard kept the same form in practice and in the struggle. Oxford did not.

"These remarks are at your service. I think you may rely upon their accuracy. As to the dip forward of boat, my opinion was shared to the full by a distinguished and high-spirited competitor, who with the craft and her behavior in sight. Yours, very sincerely,

"CHARLES READE.

"London, Aug. 28."

I am none the less glad to have this brief communication from Mr. Reade, with his leave to print it, because on several points his opinion is hostile to mine. It would not become me to discuss a letter written in such a spirit, nor need I say anything about the weight of his judgment in rowing matters.

The author of the rowing chapters in the Standard is to be listened to with deference, and what he urges on one or two controverted points will be read by Harvard men with peculiar pleasure; though I don't know why I say Harvard men only. For the purposes of this race, every American is a Harvard man.

Harvard men, in fact, are the only ones who claimer, they were and will always be thought an American four of whom Americans have a right to be proud.

A Word for Burnham.

Says another correspondent:—Before speaking of Burnham steering further, I must, in the name of justice to quote here a paragraph from this morning's Standard, which I happen to know was written by a sporting critic of ability. He says:—

"We expect to hear to-day that the defeat of Harvard is due to bad steering; in fact, we heard this repeated frequently by Americans on their return home yesterday. But something must be blamed, and if the crew cannot honestly be the culprits the poor coxswain is the scapegoat. If we are to believe the sporting Standard, we must declare that the coaching of the crew was deputed to him on a strange river with strange surroundings, we must declare that he lost by his own fault, and that all that he was simply balanced by his admirable course from the start to that point. It is hard to steer a four correctly over the course, and that few can do so may be easily proved by a visit to any one of our metropolitan regattas. It is even harder to keep steady and still the correct eye and hand on the yolk lines in the presence of thousands. The steering of Hall was the best we have ever seen on the Putney course."

THE WARRANT FORGERIES.

Discharge of Leland in New York by Judge McCann, on Habeas Corpus—How it was effected.

We yesterday published the particulars of the arrest in New York of Martin Lindenborg, alias Leland, alias Gray, on the charge of forging Philadelphia city warrants. Day before yesterday the case was discharged by Judge McCann, on the ground that the warrants were "want of sufficient evidence."

"Leland was arrested last Friday on Broadway. He was taken to the Police Central office, and after giving the name of Martin Leland was locked up. A telegram was sent to the New York office, and was received to "hold on to the prisoner at all hazards." Next morning the prisoner was taken to the Tombs, and remained to the Central Department of the police.

"Meanwhile, lawyer Howe had sued out a writ of habeas corpus, which was made returnable at 11 o'clock Monday. The police authorities were advised of the writ, sent to Philadelphia, and Highway's clerk (Carlisle K. Willet) came on to this city and on Monday morning made an affidavit of the facts with which he was acquainted. This affidavit was put in as answer to the writ, and Judge McCann was to announce his decision yesterday morning. The police authorities were busy getting the requisition which was to take Leland to Philadelphia for trial, and yesterday morning the officer arrived with the necessary documents.

"Howe was not idle, and early yesterday morning he applied to Judge McCann, who granted the discharge on the ground that the warrants were forged. He held the prisoner for trial. The struggle therefore was between Howe on the one side to get his prisoner discharged, and Farley to take him away on a requisition. Howe first presented himself at the Tombs, and applied for the prisoner. The necessary steps to prove the authenticity of the discharge, and like those of the lawyer who was presented, the appearance of the detective with the requisition. But he succeeded in getting the prisoner released, and three minutes later the requisition was presented. The prisoner was, however, gone, and both the New York and Philadelphia officers were disappointed, indeed, disgusted. "Well," said the Philadelphia detective, "I have nothing to do with it to do with." Truly, the law in New York is mysterious and fast finding out."

From a private source we obtain an affixing in view of this transaction. The requisition from Governor Geary arrived in New York on Monday night, and yesterday morning the representatives of the Philadelphia firm had been sent to New York to see Judge McCann and explained matters to him. McCann stated that the evidence of Mr. Willet, the clerk of Highway, Gibbs & Co., was insufficient to hold, and on requisition he advised McCann that it was not sufficient and advised consultation with the District Attorney. That official seemed to be favorably disposed, and thought the case sufficient. The District Attorney then consulted with McCann, and to the astonishment of the Philadelphia detective, he stated that the prisoner had been discharged about five minutes before the requisition was presented. It was discovered that Leland had been discharged by McCann in Chambers, and that he had never been brought into the court. The prisoner had plenty of friends and plenty of money, and the gentlemen who were endeavoring to effect the capture of the forger are, it is believed, the whole job was "put up" on the ground that no amount of evidence, however positive, would be received in the least. As one of the New York detectives remarked, "Judge McCann was elected by thieves, and he must of necessity protect them." The whole affair is a delightful commentary on New York law and justice.

AVONDALE MINE.

Accurate Description of the Scene of the Disaster—The Miners' Safety Lamp—In the Labyrinth of Darkness—The Fire-Damp.

The Avondale mine has been worked for two years. Three months ago the miners struck. They resumed work on Thursday last. The mine is entered by a shaft on the west side of the city, and is 200 feet long, covered the mouth of the shaft. The mine was filled with narrow passages from four to ten feet high, which occasionally opened into immense pockets or caves. A railroad track was laid on the bottom of each of these passages. The cars were filled with coal, three-quarters of a ton each, and were run through the various wooden-supported passages to the shaft. They were then run upon a platform, and were hoisted to the top of the shaft. The same as a common elevator or a vertical railway. When the cars reached the earth's surface they were run out over a trestle, raised through the woods by means of a cable, and dumped. The coal would fall in huge screens, where, in some cases, it was properly assorted, and then dumped into the cars of the Bloomsburg and Reading Railroad, by which means it was taken to market.

ENTERING THE MINE.

A person wishing to enter the mine would get into an empty coal car, which was then run upon the platform at the top of the shaft. At a given signal the empty car would drop, and at the same time a loaded car would ascend the double shaft. As the loaded car descended, a tall man, called a "ganger," would enter a dark passage, and a loaded car would take its place. In an instant a mine would be hatched to the empty car, which would be drawn at a rapid rate to the foot of the shaft, where the men who handle the cars would be formed, which were then drawn up the plane by the simultaneous descent of a train of loaded cars.

THE LAMP AND DARK TUNNELS.

The various veins of coal in the Avondale mine are some nine feet thick, and have a gentle upward slope. A passage way is cut along each vein. These lamps are used by the miners, and are called "breezes," where larger blasts than usual are made. The coal is cracked by these blasts, and is broken by the quick action of the breeze, which are fired in groups of from five to a dozen men. The cars hold about two tons apiece. In brisk times the mine will turn out about five hundred tons a day. The miners proper work by the carload, and easily make five dollars a day. The mule boys generally get from three to four dollars a day, and the boys who attend to the hoisting are also paid by the week.

THE BREASTS AND THE POCKETS.

The "breasts" in which the mining is carried on sometimes reach a height of thirty feet thick, and the gallery along this vein is correspondingly large. The mine is simply a vast network of black labyrinth, expanding occasionally into immense pockets or "breezes," where larger blasts than usual are made. The coal is cracked by these blasts, and is broken by the quick action of the breeze, which are fired in groups of from five to a dozen men. The cars hold about two tons apiece. In brisk times the mine will turn out about five hundred tons a day. The miners proper work by the carload, and easily make five dollars a day. The mule boys generally get from three to four dollars a day, and the boys who attend to the hoisting are also paid by the week.

THE DEADLY FIRE AND CHOKED DAMP.

As there was but one main shaft to the Avondale mine, its ventilation was difficult. It had not been worked for some time, and much foul air had collected in the damp places. Beside the bad air generated by the lamps, there was a great deal of gas from the lamps and gunpowder, inflammable gases issue from crevices in the coal. These gases mingle with the foul air, and will explode on the approach of a lighted candle. This gas is called "choked damp" so dreaded by the miners. To breathe it thirty seconds is sure death.

The "choked damp" is composed of carburetted hydrogen, and the choke-damp of carbonic. When blasting for coal it will frequently issue in jets called "breezes." At times, when the cavities are broken into the coal by picks or crowbars, these breezes will burst out, creating a singing noise by the force current. The great danger is from opening pent-up gas, which will explode, and produce immense bodies of gas disseminated through large areas of coal, or collected in abandoned workings.

AN EXPLOSION.

When such bodies are ignited, the whole atmosphere of that portion of the mine explodes, and the coal dust floating through the passages is ignited. The mine is like the interior of a fiery furnace. The flames rush through the long crevices, causing repeated explosions. In some cases they spring up the shafts as if issuing from the crater of the volcano. The walls are reduced to powder, and the roof will burst out, creating a singing noise by the force current. The great danger is from opening pent-up gas, which will explode, and produce immense bodies of gas disseminated through large areas of coal, or collected in abandoned workings.

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SECOND EDITION

THE MINING HOLOCAUST.

The Chambers of the Avondale Mine Penetrated—Appalling Discovery—The Miners all Found Dead—200 Ghastly Bodies Piled Together in the Heated Sepulchre—103 Bodies Drawn to the Surface.

How the Discovery was Made—Harrowing Scenes and Incidents at the Mouth of the Pit—The Lamentations of Wives, Mothers, and Orphans—The Latest Intelligence from the Mine.

FROM THE COAL REGIONS.

The Terrible Avondale Disaster—The Efforts to Penetrate the Chambers of the Pit—The Coal in the Gangways found Blazing.

SCRANTON, Sept. 8.—The Republican is in receipt of the following additional bulletins from the scene of the great colliery accident at Avondale:—

Sept. 7—3:30 P. M.—Another relay of four men next went down the shaft. They proceeded along the gangway through the first door and about seventy-five feet further, when they opened the door leading to the furnace, found it full of burning coal and that the fire had communicated with the heave of coal near by, which was also a blazing mass.

A Hasty Retreat.

One party becoming overcome with gas, the rest retired quickly, and barely reached the platform in time to succor three of their number. On reaching the mouth of the shaft, one was carried out bodily by four men, and the other two were assisted out to the open air, where they were resuscitated with great difficulty.

The Fruitless Endeavors.

Sept. 7—4 P. M.—A consultation was now held, and the deliberations were serious. All efforts so far to relieve the men or get at them to-day have been worse than fruitless. Air has been forced into the mine all day, through the gangway in which stands the furnace.

The Current of Hot Air.

It has been understood since last night that the coal in this furnace had been drawn out and extinguished upon the first alarm of fire. Such was the report of those who first entered the mine Monday night, but it now seems not, and that the volume of air sent into the mine swept over the burning furnace, and carried all the gases and smoke therefrom into the recesses of the mine. This, of course, has been the case all day, would be enough to cause the death of every inmate in the mine, even if any had been fortunate enough to have been alive this morning.

Trying to Put Out the Flames.

Hose is being let down the shaft, as the fire must be extinguished before any further progress can be made.

8:25 P. M.—John Williams, John Hopkins, H. W. Evans, and John Williams went down, and stayed twenty-five minutes, causing considerable anxiety among those above. The hose was carried forward to the furnace thirty feet. They reported no fire except in the grate, which seemed to be dying out.

9:05 P. M.—William J. Price, Lewis Davis, G. Davis, and William McGreggor went down, but after remaining twenty minutes reported no new developments.

9:40 P. M.—Thomas M. Price, Mark Evans, William Bray, and W. Keene went down, and after a lapse of fifteen minutes returned, and reported the hose placed in position for water; the idea being to throw water against the roof at a pressure of 200 feet, and let it fall on the furnace. While these men were down those who anxiously awaited the result of the descent were considerably frightened by the cracking of the roof of the tunnel and the falling of a part of it, caused by the cooling of the rock. Fortunately no one was hurt. Water was turned on at 10.

No further attempt will be made to go down for an hour. The water is going down.

Operations at a Stand-still at Two this Morning.

At this time, 2:05 o'clock A. M., things are at a stand-still, except as regards the water going in upon the furnaces and the rising of blue-damp. No one has been down since the gang last reported, and all hope of rescue, and some time must elapse before another gang will be ready to venture down, as they are all worn out.

Beyond all Hope.

Observation also convinces us, as it also does all who express an opinion, that the men are beyond all hope of rescue, and some time must elapse before another gang will be ready to venture down, as they are all worn out.

Afraid to Venture Down.

The air in the mine is gradually becoming more foul and dangerous; and some considerable time will be wanted to get the descent, and the men who venture will be able to withstand the fumes of the gas long enough to learn anything definite.

Two Bodies Recovered.

Later—Two bodies were brought up by the gang that went down since the last telegram. The excitement is great. The bodies are in a bad condition and not recognizable.

A Horrible Sight.

2:55 A. M.—The air is getting better in the mine, and the bodies badly recovered were found in the stable; one of them, probably eighteen years of age, the other middle-aged, not recognizable at present. There is blood in clots about their mouths, and they are terrible objects to look upon. A gang of strangers, supposed to be from Hyde Park, came down thirty minutes before the discovery of the bodies.

The Gangs at Work Again.

At 11:15 D. Morgan, R. H. Williams, A. Phillips, and William J. Bruce went down and stayed fifteen minutes; the bad air coming up the shaft they went no further. At 12 o'clock David S. Jones, Henry Wetherell, Samuel Morgan, and John Williams went down, and after twenty-five minutes came up in very bad condition, the blue damp that now commenced rising making them quite sick, but not insensible, as the others were affected. They threw water upon the fire, and now think it is out. At about the time this gang asked to be hoisted George Morgan, who was watching at the opening of the shaft, had to be removed, and all except four or five were driven from the tunnel, the blue damp that was coming up the shaft making Morgan sick and placing all who might be in the tunnel in a very perilous situation.

The Worst Fears Realized—The Imprisoned Miners All Dead—Two Hundred Lifeless Bodies Huddled Together in the Chambers of the Avondale Mine—A Ghastly Sight.

WILKESBARRE, Sept. 8.—D. A. M.—A gentleman has just arrived here from the Avondale mine, and reports that a successful entrance to the chambers was effected this morning, shortly after daybreak. All the men found were dead. There were no signs of life anywhere in the dis-

mal sepulchre. Bodies were being brought to the surface as fast as possible. The scene at the mouth of the shaft as the basket containing the bodies comes up is appalling.

More particulars will be ascertained as soon as special messengers arrive from the mines.

The Terrible News Continued.

Special Despatch to The Evening Telegraph. SCRANTON, Sept. 8—11 A. M.—It is reliably reported that several persons have just arrived from Plymouth and bring the intelligence that the Avondale miners have been found huddled together in a heap, all dead; not the slightest indication of life anywhere to be found.

The Scene of the Great Catastrophe.

Special Despatch to The Evening Telegraph. SCRANTON, Sept. 8.—The scene of this catastrophe, unparalleled in the history of American mining, is on the Lackawanna and Bloomsburg Railroad, twenty-two miles from Scranton, about six from Wilkesbarre, and about one-and-a-half below the hamlet of Plymouth. The shaft is sunk in the side of a steep mountain, is 237 feet deep and 40 below the mountain; it has a tunnel opening into which it is dug through the mountain. The main gangways of the mines are nearly east and west from the shaft, the first being about 1300 feet in length and the latter about 800. Both east and west the inclines are upwards, and the gangways about ten feet in the clear. The sides of the shaft are lumbered with wooden fixtures. The great wooden building in which was the breaking machinery was immediately upon the mouth, and all of this inflammable material was dry as tinder. If a spark of fire touched any of this wood anywhere, even outside the mine, a great conflagration was inevitable, and its communication to the interior of the shaft and mine almost certain. To these facts must be added that the mine had no air-hole distinct from the shaft. The miners, working far down in the bowels of the earth, had but that one aperture by which to secure egress to the surface; that cut off, the wholesale destruction of human life which has occurred was sure to happen.

I am informed that very few of the mines have been designed to prove, like Avondale, a horrible sepulchre from a trivial cause, but are generally provided with air holes, separate from the shaft, so that the miners, cut off by any disaster from the one, can have recourse to the other as a means of escape.

The Last Ray of Hope Fled.

Special Despatch to The Evening Telegraph. PLYMOUTH, Sept. 8—3 A. M.—The truth is at last known, and the last faint ray of hope has been wrung from the sorrow-stricken families of those who, since Monday morning, have been buried beneath the earth, their fate being until this time uncertain.

Where the Bodies Were Found.

At about half-past 2 o'clock this morning, after several ineffectual attempts had been made, a successful descent was at last effected, and four or five men penetrated the mine. The first body found was that of Steele.

Further on, and in the last chamber, where they had fled for safety from the fatal choke-damp, they found the bodies of the 203 miners dead. They laid piled upon each other, in all conceivable positions. Their features were contracted in the agonies of death.

The Walls of the Living.

When the dreadful intelligence reached the surface, and passed with lightning rapidity from lip to lip, a wall of woe was sent forth like the parting strain of a dying hope. Notwithstanding that all were assured there could be no one alive in the mine, there still lingered a belief that some ten, twenty, or thirty would be found alive, and among this small number a fond wife, child, or parent imagined those most dear to them.

Heartrending Scenes.

All is now confusion about the shaft, and as each car or basket comes up freighted with its lifeless cargo there is always some one to discover that he is "My husband! Oh, God!" "Oh, God! He is my brother, he is my father!" etc., and after witnessing with their own eyes what experienced wisdom failed to make them believe they fell prostrate to the ground, worn out and distracted at the culmination of the most agonizing calamity that ever occurred in this country.

Cargoes of Ice

are being sent to the scene, and as fast as the bodies are being taken out they are placed in it.

FROM THE PACIFIC COAST.

Recounting the Election Returns.

SAN FRANCISCO, Sept. 7.—The recount of the election returns of the Second ward of this city reveals a greater discrepancy than at first reported. Freeman (Independent) gains 148, and McOppen 1. It will probably require the balance of the week to complete the recount.

Vice-President Colfax

reached Portland, Oregon, yesterday, and was greeted with enthusiasm. He will have a public reception to-night.

Rich Discoveries.

Later Arizona advises report the discovery of rich plate mines by a party of emigrants from White Pine.

Numerous Outrages

by Indians are mentioned in the news from Arizona.

Mining Prospects.